

8.10. Adoption of Council's Trailer Parking Policy - Post Exhibition Report

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ATTACHMENTS:

1. Submissions Summary [8.10.1 - 42 pages]
2. Revised Draft Trailer Parking Policy [8.10.2 - 7 pages]

PURPOSE:

At its meeting on 18 May 2020 (Resolution No. 10), Council resolved to place the draft Trailer Parking Policy on public exhibition for a period of 42 days. Following a review of submissions, some amendments have been made to the Draft Policy and it is proposed that the amended Draft Trailer Parking Policy be adopted.

EXECUTIVE SUMMARY:

The draft Trailer Parking Policy was placed on public exhibition from 4 June to 19 July 2020. Advertisements were placed on social media, Council e-news and on Council's website to advise of the public exhibition of the policy. Council received a total of 47 submissions from 46 contributors.

Following a review of submissions, some amendments have been made to the Draft Policy. The revised draft policy is inclusive of additional amendments following the public exhibition period. It is proposed that the revised Draft Trailer Parking Policy be adopted.

FINANCIAL IMPLICATIONS:

The Draft Trailer Parking Policy has been developed to provide guidance on how Council responds to and actions requests for trailer parking restrictions, to ensure that Council's resources are appropriately managed.

The related financial implications include cost of investigations, consultation, signage installation and maintenance, and enforcement. The associated costs will be covered by the annual Traffic & Transport Operations and Ranger & Parking Services operating budgets, and Lines and Signs capital budgets.

RECOMMENDATION:

1. **THAT** the revised Draft Trailer Parking Policy be adopted.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.1 Infrastructure and assets meet community needs

2.4 Improved traffic and parking management

BACKGROUND

Each year Council receives a significant number of complaints from residents claiming that boat trailers, trailers and advertising trailers are causing parking, road safety, residential and visual amenity issues.

In recent years, and after extensive lobbying from NSW councils, including North Sydney Council, the State Government introduced a number of measures to partially address these issues:

- Impounding Act 1993 (Unattended Boat Trailers) which commenced 1 October 2016. This discourages long term parking of boat trailers. Council has power to impound boat trailers which are parked longer than permitted. Applies only to trailers which are principally constructed to transport boats. Trailers can still effectively park for 43 days at a time, including minimum required notice period; and
- SEPP No. 64 Advertising and Signage (Amendment No. 3) which commenced 1 March 2018. This prohibits display of advertisements on a trailer parked on a road or road related area, prohibits display of advertisements on a trailer parked on other land visible from a road or road related area without consent from consent authority; and Council has power to issue penalties between \$1,500-\$3,000. Note; this does not apply to advertisements that are ancillary to the dominant purpose of the trailer.

However, Council continues to receive regular complaints about long term parking of trailers including box trailers, tradesman trailers, caravans and boat trailers in residential streets and adjacent to parks, making it difficult for residents and visitors to find parking.

One method to restrict parking of trailers and caravans, while allowing unrestricted parking for motor vehicles is to install “No Parking - Motor Vehicles Excepted” signage. These relatively new restrictions were initially trialled in three locations in 2019. The trial found that the restrictions, where installed, are very effective at preventing trailers parking, but that the restrictions tend to result in trailers being shifted to other nearby streets. Council receives additional complaints and requests from residents in those areas, as well as concerns from trailer owners who may or may not reside in the North Sydney Council area.

Consideration also needs to be given to costs of community engagement and consultation, sign installation, maintenance and enforcement whenever new parking restrictions are proposed for any location.

At its meeting on 18 May 2020 (Resolution No. 10), Council resolved to place the Draft Trailer Parking Policy on public exhibition for a period of 42 days.

CONSULTATION REQUIREMENTS

Community engagement for the draft Trailer Parking Policy was undertaken in accordance with Council's Community Engagement Protocol.

Community engagement for implementation of the Policy will be undertaken in accordance with Council's Community Engagement Protocol.

DETAIL

The Draft Trailer Parking Policy was placed on public exhibition from 4 June to 19 July 2020. Advertisements were placed on social media, Council e-news, and on Council's website to advise of the public exhibition of the policy.

The social media post reached 6,288 people and received 36 likes, 5 shares, 117 link clicks.

The public exhibition was also promoted through the following Council e-news subscriptions:

- Council eNews June issue, of which 17 of the 1,255 subscribers opened the article;
- Council eNews July issue, of which 5 of the 1,255 subscribers opened the article;
- Business eNews June issue, of which 2 of the 689 subscribers opened the article; and
- Business eNews July issue, of which 3 of the 689 subscribers opened the article.

During the exhibition period, Draft Trailer Parking Policy Your Say page was visited 1,400 times by 1,201 participants. Of those, 261 participants were informed, and 44 participants completed the online submission form.

Council received a total of 47 submissions from 46 contributors. 43 are residents of the North Sydney Council area, 8 work in the North Sydney Council area, 1 is a non-resident property owner. 4 respondents indicated 'other' interest including 1 user of the Tunks Park boat ramp, and a submission from the Boat Owners Association NSW. Table 1 summarises the themes raised in the submissions and Table 2 attached details the submissions.

The following comments were received from Willoughby Bay Precinct Committee Meeting held on 9 July 2020:

Precinct discussed the proposed policy.

A Precinct member proposed that the policy should be amended as follows:

In para 4.9.6.2, add before the last word (“and”).... “whichever is the greater”

In para 4.10.7.2, add before the last word (“and”).... ”whichever is the greater”

Precinct requests Council to retain the current trailer parking restrictions and signage in Fifth Avenue.

Table 1 Summary of themes raised in submissions

Theme	Submission IDs															No.	%				
Support Policy	1	3	8	11	13	15	22	28	30	31	38							11	24%		
Open Statements	5	10	12	16	18	19	20	21	24	25	32	36							12	26%	
Decrease “complaints” threshold	2	9	14														3	7%			
Change occupancy thresholds	37																1	2%			
Provisions for adjacent residents not in same street	7	17	40														3	7%			
Consider nature of streets e.g. narrow streets	2																1	2%			
Provisions for temporary placement of tradesman’s trailers during works	7	39	45														3	7%			
Remove/ Increase “complaints” threshold	23	34	41	46													4	9%			
Allow permits for resident trailers	4	6	9	23	25	29	31*	33	34	35	41	42	43**	45**	46					15	33%
Object to Policy	23	25	26	27	40	41	44	46									8	17%			

* volunteer/charity uses of trailers

** provide dedicated trailer parking areas for residents

- 15 (33%) submissions requested that Council enable permits for residents to park trailers on the street.
- 12 (30%) submissions provided open statements about trailer parking.
- 11 (24%) submissions indicated support for the Policy.
- 8 (17%) objected to the Policy.
- 4 (9%) submissions requested removal or increase of the minimum of 30% resident complaints threshold.
- 3(7%) requested a decrease of the minimum of 30% resident complaints threshold.
- 3 (7%) requested changes to the resident complaint threshold to include nearby residents who do not reside in the street but have a frontage to the street or a side street and rely on the parking spaces (particularly where there are no residential properties immediately adjacent to the parking).
- 3 (70%) submissions requested provisions for tradesman’s trailers while works are being undertaken.
- 1 (2%) submission requested changes to the parking occupancy thresholds.
- 1 (2%) submission requested provisions for restrictions considering the nature of the street, such as narrow streets.

DISCUSSION

Resident Trailer Parking Permits

The community feedback on the draft Policy was very mixed and opinions between residents who own trailers and those that don't are clearly divided. Some suggested that the Policy was too restrictive for trailer owners while others suggested that trailers should not be permitted to park on the streets at all.

The most frequent suggestion (33%) was for Council to introduce permits for trailer owners who are residents to allow them to park their trailer in their street, for an unlimited period at for a fee payable to Council. It was a deliberate policy decision of Council to exclude trucks and trailers from the Resident Parking Permit Scheme given the limited supply of on-street parking and the very high demand for parking in some areas.

Previous comprehensive surveys conducted in 2012 by Woollahra Council and Canada Bay Councils found that 70-75% of boat trailers parked on-street in their respective LGAs belonged to residents of their LGA. Observations from boat trailers processed under the Impounding Act in North Sydney suggest these proportions are similar in the North Sydney LGA.

If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it on-street under a permit scheme if the opportunity was available to them. This is contrary to Council's parking strategies designed to reduce demand for on-street parking.

Minimum Resident Request Thresholds for Resident Requests

The Draft Policy includes the following clause (4.9.6.1 and 4.10.7.1):

In any 60-day period Council receives requests (or a petition) from people from at least 30% of the households or properties within the same street for trailer parking restrictions to be installed in their street due to boat trailers and;

7 submissions (15%) concerned the proposed minimum numerical threshold for resident requests for trailer parking restrictions in their street.

4 submissions stated that the threshold should be increased or removed as it allowed the proposal to progress based on a minority of residents or could cause hostility amongst different groups of residents, including individual trailer owners. Conversely, 3

submissions stated that the threshold should be reduced as it would be impossible for residents to garner support for that quantity of residents.

Trailer parking is largely an amenity issue. There is likely to be significant variances in the level of tolerance for trailer parking in different areas. In residential areas Council is very much guided by the majority opinion of residents when it comes to the installation of parking restrictions. There is a significant amount of work involved in conducting community consultation. By requiring the community to initially demonstrate a minimum level of support for the changes they are requesting, Council is better able to plan and prioritise consultations. Given the mixed responses to this aspect of the Policy it is considered that the 30% threshold is a reasonable compromise to retain.

Additionally, 3 more submissions suggested for situations where trailers are parked on-street adjacent to a land that is not residential (such as railway corridor or a park), and the nearest residents who don't necessarily reside or have a frontage to that street but rely on the parking spaces for their own purposes, that provisions should be made in the policy to allow those residents to be counted in the request threshold for trailer parking restrictions in such streets.

The Draft Policy has been amended to include an alternative threshold for requests from properties within a 50 metre buffer of the parking, where there are less than 10 properties in the section of street.

Parking Occupancy Thresholds

The Draft Policy includes the following clauses with regard to minimum parking occupancy thresholds:

*The average occupancy of the unrestricted parking spaces in the street (or part thereof) is **85% or greater** and;*

*Where there is a combination of restricted and unrestricted parking in the street (or part thereof), the average parking occupancy is **between 65% to 85%**.*

One submission suggests that any existing "No Parking Motor Vehicles Excepted" should not be counted in these calculations as those spaces are still available as parking for motor vehicles. However, in practice, it is expected that 'No Parking Motor Vehicles Excepted' would have the same or lower occupancy than unrestricted parking in the same street. The objective is to achieve a maximum average occupancy of 85% across the whole street to ensure residents can find a parking space. By excluding any existing "No Parking Motor Vehicles Excepted" spaces in this calculation, it is likely that the average occupancy for the street would be overstated. Therefore existing 'No Parking Motor Vehicles Excepted' spaces should be included in the calculation in clause

4.10.7.3 and 4.10.7.4. These clauses have been amended to include any ‘No Parking Motor Vehicles Excepted’ spaces for clarity.

Quantity of Boat Trailer Thresholds

The Draft Policy includes the following clauses regarding the minimum quantity of trailers parked in the street:

A minimum of two site observations by Council staff, at between 28 and 60-day intervals, confirm on each occasion there are two (2) or more trailers (of any type) parked; or trailers occupy 10% or more of the unrestricted parking in the street and;

One submission suggests that “whichever is greater” be added to these clauses for clarity, which is considered appropriate. The Draft Policy has been updated for clarity to reflect the intent of these clauses.

Disparity with triggers for restrictions for boat trailers vs other trailers

The submission from the Boat Owners Association NSW largely objected to the Policy but noted that there is a disparity between the triggers for boat trailers which are more subjective compared to other trailers which include thresholds based on parking occupancy. Boat trailers are already subject to time limits under the Impounding Act.

The disparity between boat trailers and other trailers is acknowledged and the Draft Policy has been amended to apply the same triggers and thresholds regardless of the type of trailer.

Justification for the need for the Policy

While there was a large number of objections to the policy overall, it should be noted that the trailer parking restrictions are an option that is currently available to Council and have already been implemented in some parts of the LGA. Trailer parking has always and continues to be an issue that residents have raised with Council. Therefore, there is an expectation from those members of the community that Council will address these issues.

Without a formal policy and a structured approach, Council is unable to ensure consistency in its decision making which can result in restrictions being installed in inappropriate locations, increased demand on Council resources and uncertainty from affected members of the community about how Council implements such restrictions. The Policy will ensure that there is an appropriate balance of Council resources allocated to managing this issue so that streets experiencing greatest impacts from trailer parking can be addressed in an equitable manner, while not compromising service levels of other traffic and parking functions of Council and providing transparency and openness in Council’s decision-making.

Enforcement

Under the Draft Trailer Parking Policy, Council Rangers and Parking Officers will continue to enforce unattended boat trailers in all unrestricted parking areas in the LGA under the provisions of the Impounding Act 1993 (Unattended Boat Trailers). Boat trailers that are not moved at least as far as a different block section of the same street after 43 days, including the minimum 15 day notice period, may be impounded.

Where “No Parking Motor Vehicles Excepted” signs are installed, these have the same legal meaning as “No Parking” signs. NSW Road Rule 168 states:

168 No parking signs

- (1) The driver of a vehicle must not stop on a length of road or in an area to which a *no parking sign* applies, unless the driver -
 - (a) is dropping off, or picking up, passengers or goods, and
 - (b) does not leave the vehicle unattended, and
 - (c) completes the dropping off, or picking up, of the passengers or goods, and drives on, as soon as possible and, in any case, within the required time after stopping.

Maximum penalty - 20 penalty units.

- (2) For this rule, a driver leaves a vehicle *unattended* if the driver leaves the vehicle so the driver is over 3 metres from the closest point of the vehicle.

- (3) In this rule -

required time means -

- (a) if information on or with the sign indicates a time - the indicated time, or
- (b) if there is no indicated time - 2 minutes, or
- (c) if there is no indicated time, or the indicated time is less than 5 minutes, and rule 206 applies to the driver - 5 minutes.

Council Rangers and Parking Officers will enforce these restrictions. Therefore, any vehicles, that are not motor vehicles, parked in the “No Parking Motor Vehicles Excepted” for longer than 2 minutes may be issued with a fine.

Conclusion

Following a review of submissions, some amendments have been made to the Draft Trailer Parking Policy. The attached Draft Trailer Parking Policy has been marked up with the proposed changes. It is recommended that Council adopts the amended Draft Trailer Parking Policy.

**Table 2 - Draft Trailer Parking Policy
Summary of submissions received during public exhibition period**

Prepared September 2020

The following criteria are used to analyse all submissions received, and to determine whether the proposal would be amended:

1. The proposal **would be** amended if the point:
 - a provided additional information of relevance.
 - b indicated or clarified a change in government legislation, Council's commitment or management policy.
 - c proposed strategies that would better achieve or assist with Council's objectives.
 - d was an alternate viewpoint received on the topic and is considered a better option than that proposed in the proposal or;
 - e indicated omissions, inaccuracies or a lack of clarity.

2. The proposal **would not be** amended if the point:
 - a addressed issues beyond the scope of the proposal.
 - b was already in the policy or will be considered during the development of a subordinate proposal (prepared by Council).
 - c offered an open statement, or no change was sought.
 - d clearly supported the draft proposal.
 - e was an alternate viewpoint received on the topic but the recommendation of the draft proposal was still considered the best option.
 - f was based on incorrect information.
 - g contributed options that are not possible (generally due to some aspect of existing legislation or government policy) or; involved details that are not appropriate or necessary for inclusion in a document aimed at providing a strategic community direction over the long term.

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
1	I support this suggested policy as both unattended boat and regular trailers are an ongoing issue in the LGA. They use highly sought after street parking and are often there for years. Some do not move much at all. Sometimes they are unsafe and unsightly. I support removal of such trailers. Should an owner need a trailer, I believe they should store it on their own property, or in a designated storage area.	Noted	N	2d	
2	I am concerned that the 30% threshold for complaints will preclude investigating instances of trailer parking which are causing a clear (and possibly dangerous) obstruction given the general reluctance of residences to complain to the council. The length of streets will also have an impact i.e. if a long street, the majority of residents may be unaffected. The council should investigate any and all complaints made by residents. Further, consideration should be given to the nature of streets - there are streets in Cammeray that are very narrow and parking of normal width cars on both sides alone make it impossible for more than one car to travel down the street e.g. the Boulevard and surrounding streets leading down to Tunks Park which are particularly	By requiring the community to initially demonstrate a minimum level of support for the changes they are requesting, Council is better able to plan and prioritise consultations. Given the mixed responses to this aspect of the Policy it is considered that the 30% threshold is a reasonable compromise to retain.	N	2e	

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
	popular with boat trailers.				
3	I am generally supportive of the restrictions however I am concerned about the advertising proposal. If for example a trailer has a small sign? would this qualify as advertising, versus something that is predominantly designed for advertising. This could cause confusion. I feel there should be clarification of the idea behind this proposal	Noted. The placement of advertising trailers is regulated under <i>State Environmental Planning Policy No 64—Advertising and Signage</i> . This is not a Council proposal but is contained within existing legislation.	N	2d 2g	
4	Lets start looking at streets as a community asset rather than as a place for people to clog up with cars, trailers etc. As it is a community asset, people should be able to utilise it, or pay for it. I would propose that all sides of all streets currently not restricted should be restricted parking of say 12 hours maximum. The other side should be restricted to say 4 hours, but residents parking permits excepted. The resident parking permits be issued for a fee of say \$250 each per annum, available for trailers, cars etc. Non residents can also apply for these parking permits, at say \$450 per annum. Lets be a bit creative, and utilise these public spaces, and if people expect to be able to use our public spaces for the permanent storage of any car, trailer etc,	If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is	N	2e	

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
	then they should pay for it.	contrary to Council's parking strategies designed to reduce demand for on-street parking.			
5	Trailers should not be allowed to park on any streets and should be parked on residents property no matter the area. Trailers are taking up prime parking areas and most a left for weeks on end. Rather than just focus on highly used areas it should be that all trailers are Parked on residents property in a garage, storage shed or driveway	The NSW Road Rules allow trailers (other than boat trailers) to park for unlimited periods in unrestricted parking areas. The only way to limit or restrict parking of trailers is with sign-posted restrictions. It is not feasible for Council to sign-post every street. Therefore, the Policy has been developed to prioritise the areas where trailer parking has the greatest impact on residents.	N	2e	
6	Boat trailers owned by residents of the locality should be allowed to utilise all day parking spaces.	If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who	N	2e	

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
		<p>would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is contrary to Council’s parking strategies designed to reduce demand for on-street parking.</p>			
7	<p>This needs to take in consideration residents who's address is on one street, but the parking directly affects them due to rear lane access or being in a unit block with an address on a different street, however that is their main area for parking.</p> <p>There needs to be mention of the practice of chaining trailers to council trees or property.</p> <p>Also for streets with no current parking limitations, it is unclear how these rules apply. Does this mean residents need to get signatures to remove a trailer on their streets? Is there a form or website?</p> <p>We have had obstructive trailers for cars and motorcycles chained to signs and trees</p>	<p>Policy wording revised for Clause 4.9.6.1</p> <p>Council has limited powers to enforce trailers chained to trees and property.</p> <p>Information will be published on Council’s website.</p>	Y	1c 2e	4.9.6.1

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
	<p>unmoving for many months at a time.</p> <p>Also, we have no objection to one or two day parking for trailers for temporary use (such as moving or loading, or yard/house works). How is this managed in this policy?</p>	<p>These trailers would need to be attached to a motor vehicle to be exempt from “No Parking Motor Vehicles Excepted”</p>			
8	<p>I agree with the policy regarding resident ability to request a council review and following restrictions. This seems very fair. The upper end of Cremorne Road has several trailers parked most of the time, in an area where there is a shortage of parking space.</p>	<p>Noted</p>	<p>N</p>	<p>2d</p>	
9	<p>'My comments are:</p> <ul style="list-style-type: none"> - this is a difficult issue as residents who are trailer owners should have some rights to park the trailer somewhere in the council area. - the draft policy is just too flexible and really relies on complaints - if relying just on complaints and replies to a survey (which can have very limited results) is this fair and consistent across the Council area ? 	<p>If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because</p>	<p>N</p>	<p>2e</p>	

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
		of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is contrary to Council's parking strategies designed to reduce demand for on-street parking.			
10	Trailers and boats should not be parked in streets unless its attached and being used. Otherwise if one wants to own a boat or trailer park it within their own property	Noted	N	2c	
11	I support parking restrictions for trailers	Noted	N	2d	
12	Owners must take responsibility for their trailers and store them on their own property, not State Property. It's hard to park outside local parks as they are popular trailer parks, ie Memory Park on Cowles Rd.	Noted	N	2c	
13	Although it doesnt effect where i live, i agree with the proposed plan.	Noted	N	2d	
14	I write as a resident of North Sydney, and a boat owner. To me it is clear that boat trailers or other trailers have no place in our streets. They create a sense of clutter and commerciality that disturbs the peaceful neighbourhood atmosphere we like. Some of the trailers are so large they block	By requiring the community to initially demonstrate a minimum level of support for the changes they are requesting, Council is better able to plan and prioritise consultations. Given the mixed	N	2e	

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
	<p>sunlight and impede an owner's access to his home. They also invariably collect rubbish around the wheels and create wash off problems during large storms. Finally, they reduce parking spots and are unsightly.</p> <p>If I was to buy a boat trailer, I would not bring the expectation that I could store the boat on community streets...</p> <p>The proposed policy is very inadequate in that it makes poor residents organise an advocacy group every time someone parks a boat in their street!</p> <p>"Council will undertake community consultation with regard to community preference for the introduction of "No Parking Motor Vehicles Excepted" for streets (or parts thereof) which meet the following criteria"</p> <p>Why is this a reasonable approach? It makes me organise a community action group every time someone parks a boat in my street or outside my house. The council also creates a rod for their back by establishing a process which is expensive to administer.</p>	<p>responses to this aspect of the Policy it is considered that the 30% threshold is a reasonable compromise to retain.</p>			

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
	I hope the council comes to a common sense solution which is in the interest of all residents rather than a small group of selfish individuals, most of whom park their boats outside someone else's home rather than their own.				
15	Limiting restrictions to only trailers, where many owners are NOT living in the street or area, is a sensible approach and allows the greatest flexibility and amenity for the bulk of the residents in the street. Montpelier St has become far more pleasant and the extra available parking spots are turned over regularly and sensibly as the sports fields are used. There are no obvious long term motor vehicle parking issues. I support the "No Parking except for Motor Vehicles" signage.	Noted	N	2d	
16	I do not believe trailers should be permitted to park on our streets, as the streets are too narrow to then accommodate two-way traffic. In particular, there is a trailer parked semi-permanently on Belmont Ave, just before Bridge End, and it blocks vision for anyone coming out of Bridge End, which is dangerous as well as unsightly.	Noted	N	2c	
17	There is very little unrestricted parking in Wollstonecraft. I do not think that restricted	Noted.	Y	2c 1c	

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
	<p>parking should at any time be given to trailers when there is a such a shortage and the trailers are able to stay there for 43 days. In a street eg. Belmont Avenue where there are so many apartments it is impossible to have 30% of households make complaints against trailer parking. The unrestricted parking at the bottom of Belmont Avenue near Bridge End is almost 100% occupied. It is the closest unrestricted parking to my home in Walumetta Drive. I believe that residents who don't live in Belmont Avenue should be able to have a voice about trailer parking in nearby streets, especially when there is no unrestricted parking in their own street. It doesn't seem right that a vehicle that pays minimal registration costs is able to park in unrestricted parking spots all year - there are several trailers /caravans at the bottom of Belmont Rd that move from space to space.</p>	<p>The NSW Road Rules allow trailers (other than boat trailers) to park for unlimited periods in unrestricted parking areas. The only way to limit or restrict parking of trailers is with sign-posted restrictions.</p> <p>It is not feasible for Council to sign-post every street. Therefore, the Policy has been developed to prioritise the areas where trailer parking has the greatest impact on residents.</p> <p>By requiring the community to initially demonstrate a minimum level of support for the changes they are requesting, Council is better able to plan and prioritise consultations. Given the mixed responses to this aspect of the Policy it is considered that the 30% threshold is a reasonable compromise to retain.</p> <p>Policy wording revised for</p>			

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
		Clause 4.9.6.1			
18	Dear Recipient, I appreciate the movement in the correct direction however I feel more action needs to be made to reduce the amount parked trailers, boat trailers etc. for there to be any significant difference for benefit for the resident whom needs these areas to park their cars for everyday use.	Noted	N	2c	
19	Trailers are parking all down the bottom of Eaton Street where it intersects with Rawson street and it is very dangerous when cars are turning. There was one trailer parked there for at least 2 months recently which was much wider than a large car and the parking inspectors did nothing	Noted	N	2c	
20	Thank you for changing the signs on Montpellier st. You forgot something spaces on eaton st but many other streets also suffer the same problem. It would be good to have space for actual cars to park. Thank you.	Noted	N	2c	
21	They are some eyesores on carr street near the bridge	Noted	N	2c	
22	Would love this in our street. I regularly get forced to park two streets away and walk with two kids under two and shopping. We	Noted	N	2d	

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
	have a parking pass and it drives me crazy that trailers (and other vehicles without parking passes) tank up spaces during timed periods.				
23	<p>Hi I have strong objections to the continued harrassment of people who's hobby is boating living in the North Sydney district. I have previously written and objected to the ever expanding restrictions imposed by North Sydney Council - its showcases the worst authoritarian tendencies of local government.</p> <p>Your draft policy is flawed on several levels.</p> <p>1) Its a policy designed to create an ever escalating level of complaints with the long term outcome being no trailer parking in North Sydney. It requires only 30% of people in a street to lodge a complaint. One activist resident can easily mobilise to achieve this - and every street these days has at least one activist resident who will want to grasp the opportunity to have things banned and stopped which interfere with their own sensitivities.</p> <p>The very nature of your policies creates a situation where as parking opportunities are reduced trailers are further concentrated into less areas. this this then irritates those</p>	<p>Trailer parking is largely an amenity issue. While some residents find on-street trailer parking to be unacceptable, others are more tolerant. By combining community feedback with parking utilisation data, Council is able to make more informed decisions about where trailer parking is appropriate or not.</p> <p>Parking restrictions are an option available to Council to restrict trailer parking. Council receives many requests each year to prevent trailers from parking in their street. The Policy was developed to ensure a consistent approach to responding to such requests, including where such requests are not supported. By combining community feedback with parking</p>	N	2e	

No.	Submission	Response	Recommend Proposal be Amended Y or N	Criteria Code	Page Reference (as applicable)
	<p>residents who complain - then you restrict further - then further concentration - and the cycle repeats - This is either really poor policy or intentionally devious in the part of Council If the real intent is to completely eliminate trailer parking in North Sydney be honest and tell residents 2) For the reasons noted about the threshold of 30% of residents is too low. That's is a minority of residents. The bar should be set much higher than that 3) If you do insist on acting on the requests of a minority then the next flaw in your policy is it does nothing to address the parking needs of the minority of residents who do own trailers. For those tradesmen who need a trailer to make their living where do they park their registered trailer? For those who own a small dinghy or boat and for whom living next to the harbour IS THE REASON THEY LIVE HERE where does North Sydney Council advise them to park - what areas are set aside for these rate payers? If you can address the needs of one small minority why not all. Council has a responsibility to meet the needs of all rate payers - not a self righteous few.</p>	<p>utilisation data, Council is able to make more informed decisions about where trailer parking is appropriate or not.</p> <p>By requiring the community to initially demonstrate a minimum level of support for the changes they are requesting, Council is better able to plan and prioritise consultations. Given the mixed responses to this aspect of the Policy it is considered that the 30% threshold is a reasonable compromise to retain.</p>			

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	<p>4) You mention safety as a reason for this - please supply the trailer caused accident data that backs up your policy</p> <p>5) Your policy will increase carbon emissions - a trailer produces zero emissions , your policy encourages ever higher levels of car ownership in North Sydney Council area by providing more car parking which leads to more cars which increases carbon emissions</p> <p>6) Where do you advise North Sydney residents who own a trailer to park ? is there a strategy for this or is this simply a NIMBY thing? "Anywhere but here - we don't care "</p> <p>I know complaining about this policy is a complete waste of time when it comes to North Sydney Council - you are only doing the token "community submissions" thing because you have to. Trailer owners will always be a small minority group in the community - but we are not the right kind of minority group - so we are ignored and harrassed,</p>				
24	I support the draft guidelines but suggest that also needs to be extended for other commercial use of trailers. My example is outside of my home, for approximately 18	The Policy applies to all types of trailers including commercial trailers.	N	2b	

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	<p>months a commercial landscaping company has parked their trailer. It has been used as a “depot” to drop waste then when it gets full (often over full) the landscaping company tow it to the top and it returns straight away. The trailer takes valuable street parking in a residential street, I have approached the business owner and requested the trailer be parked outside his house but this has not happened. Often waste blows out of the trailer all over the street giving the area an appearance of neglect, I have previously spoken to North Sydney Police when there was some issues with local vandalism and they specifically identified that I should avoid long term trailer parking (neglected and unkept) as this is area that vandals will attack. Issues have also been the constant use of rocks and bricks to put under the trailer tyres that get let behind and damage tyres of cars that then park at night and in the night light do not see the bricks and rocks left behind by the trailers. In summary, I believe the trailer parking policy needs to take into account commercial businesses who park their trailers away from their business address and continue to use the trailer for their commercial business,</p>				
25	The draft policy aims to provide	Trailer parking is largely an	N	2e	

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	<p>mechanisms for removal of boat trailers from streets, as opposed to actually managing the issue of boat parking in streets. A better policy would be one that at least attempts to manage the issue. North Sydney Council is a desirable place to live for several reasons - one of the main ones being the close proximity to arguably the finest harbour in the world. People pay dearly to live in North Sydney, and near the water in particular. Many of these same people enjoy boating, but do not have the good fortune to live on the waterfront. For many of these, the trailer boat allows access to the harbour. Boating is a way of life - a cultural practice - that shaped the choice to live in North Sydney in the first place. All LGA's with a boundary to Sydney Harbour have a higher rate of trailer boat ownership, with boats typically seen in streets closer to the water, and closer to the boat ramps. Rather than just develop a mechanism to allow removal of boats from certain streets (where the presence of a boat may or may not be a genuine problem), Council should step back and acknowledge that the ability to keep a boat is fundamental to many ratepayers, and is a reasonable need that needs to be accommodated in some way.</p>	<p>amenity issue. While some residents find on-street trailer parking to be unacceptable, others are more tolerant. By combining community feedback with parking utilisation data, Council is able to make more informed decisions about where trailer parking is appropriate or not.</p> <p>If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit</p>			

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	<p>The current wording of the policy appears to allow a small number of residents to gang up on one or two trailer boat owners and force them to remove their boat from in front of their property, with no suggestion at all of what the boat-owner is to do next. Sell the boat? Give up on this important cultural activity? Sell the house and move? These options involve major upheaval. There is room for Council to be smarter than this. It takes very little skill to identify "junk boats" that have not been used in many years and are not getting the "love" they once did. The owners of such boats could probably be encouraged to scrap the vessel and thereby free-up the parking space. But boats that are clearly in regular use, and parked in no unreasonable way, as close as possible to the owner's house, should not be the target of aggressive "move on" orders. The same cannot be said for box trailers of any type. These have not been bought to facilitate a lifestyle, in the way the trailer boat has. Removal of box trailers involves none of the upheaval that removal of boat trailers involves. Think again North Sydney - you're not there just for the noisy whingers - you're there to figure things out properly, in the interests of all, including boat owners.</p>	<p>scheme if the opportunity was available to them. This is contrary to Council's parking strategies designed to reduce demand for on-street parking.</p>			

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26	<p>I can not see any sense in having such a policy. Trailers are a vehicle under NSW road rules.</p> <p>You have to pay a registration fee for any registered trailer. So as long as a trailer is registered, it is a vehicle legally allowed on the street like any other vehicle, so same restrictions apply. Either no vehicle is allowed to park or all vehicle are allowed to park. Otherwise the usage is no longer fair.</p> <p>A trailer under this policy is no longer deemed a vehicle but a disturbance. And the disturbance is only encounter by a limited amount of members of the public, mostly because our of envy. "Someone got a spot, I could have had". But this applies to all parking spots for vehicle. But it is so musher easier to blame the more strange ones.</p> <p>Talking to people on the street, the next policy we will seem will be delivery scooter parking policy. As they take a whole "car parking spot" as well. And so on...</p> <p>I would rather prefer my North Sydney council would send it times on the real issues in our council. Just scrap this useless policy, which will just lead to far more frustration for many more people.</p>	<p>Parking restrictions are an option available to Council to restrict trailer parking. Council receives many requests each year to prevent trailers from parking in their street. The Policy was developed to ensure a consistent approach to responding to such requests, including where such requests are not supported. By combining community feedback with parking utilisation data, Council is able to make more informed decisions about where trailer parking is appropriate or not.</p>	N	2e	
27	<p>The Draft Policy is a thinly veiled attempt to rid the North Sydney LGA of boat trailers.</p>	<p>Parking restrictions are an option available to Council to</p>	N	2e	

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	<p>There is already an existing requirement for boat owners to move trailers every 28 days. Under the proposals a minority of householders can obtain a ban on trailers. North Sydney is flanked by harbor to the south and north. The waterways are enjoyed by families with humble tinnies, this proposal will deny many the simple joy of a weekend on the water. Trailer boats are by their design a cheaper way to get on the water and not the double storey gin palaces stored in marinas on the harbor. Interestingly the FAQ's does not address an important question, If North Sydney streets are to be cleared of boat trailers, exactly where do we put our boats? As a North Sydney ratepayer I'm also concerned at the amount of time and cost being spent on an issue that concerns a tiny group of residents. It's plainly obvious most ratepayers would prefer to see council devise ways of saving money and providing better parks and cycle ways.</p>	<p>restrict trailer parking. Council receives many requests each year to prevent trailers from parking in their street. The Policy was developed to ensure a consistent approach to responding to such requests, including where such requests are not supported. By combining community feedback with parking utilisation data, Council is able to make more informed decisions about where trailer parking is appropriate or not.</p>			
28	<p>Please could you let me know when this policy is operational...In Cassins Avenue we have had a trailer parked in an unrestricted parking spot for 9 months. The owner, who lives in the adjoining road (Carlow Street), has a wheel clamp on it.</p>	<p>Noted. Cassins Lane was recently surveyed about timed parking restrictions</p>	N	2c	

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	When the policy is operational, I will be asking the signage to change to "No parking motor vehicles excepted'. In the meantime, is there anything I need to be doing (gathering evidence, etc)?				
29	<p>Firstly there are so many houses with no space to allocate a boat cause most houses do not have parking so owners are left with no other choice to park on the road. Secondly the cost of some of these boats is not substantial that they need to place a the boat in boat storage cause especially now most can't afford it. Thirdly and formost most important why shouldn't a hard working tax payer or someone that can pay trailer and boat registration be not allowed to park infront of their house , it was councils mistake to introduce 30day parking. An Idea that would work well for even a small fee for ticket issue is issue parking permits to those who are residents included in their council rates that alternately could park their boat outside their own home this would reduce the traffic from other areas as well and can be policed also scrap the 30day rule , well worth the compromise.</p>	<p>If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is contrary to Council's parking strategies designed to reduce demand for on-street parking.</p>	N	2e	
30	I would like my street to be reviewed and included for consultation. There are more	Noted	N	2d	

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	<p>than 5 trailers and 1 boat currently parked in the very few all day spots. In addition the trailers are being used for commercial usage daily. This is absurd and totally unfair to the actual residents. They have been there for over 2 years. I would like to be consulted on this issue ASAP.</p>				
31	<p>I generally support the provisions of the draft policy. The large number of seemingly abandoned or very infrequently used trailers around, by way of example, Thomas Rest Park is simply private citizens using public space for storage free of charge.</p> <p>I would raise the following comment or concern though. There may be instances of trailers used by community organisations that serve a great role in the community but, given the density of housing in the LGA, don't have the space at the volunteer's home to park the trailers.</p> <p>It would be good if, in conjunction with the policy, some investigation could be conducted into whether some space is available for trailers used by community organisations.</p>	<p>Noted.</p> <p>Adjacent properties would be consulted if trailer parking restrictions are proposed in a street, whereby such organisations/individuals would have the opportunity to provide direct feedback concerning their individual circumstances.</p>	N	2b	
32	<p>Hopefully this also applies to caravans, in addition to trailers and boats on trailers. We have so little available parking in Wonga</p>	<p>The Policy applies to caravan trailers, however would not apply to campervans which are</p>	N	2c	

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	Road and it can be frustrating when certain trailers/caravans are only moved a few times per year and utilise parking spaces that could be utilised by seniors and others in more frequent need.	motor vehicles.			
33	<p>We own a trailer which we can not park on our property.</p> <p>I have read the proposal, which addresses all trailers parked, regardless of origin.</p> <p>If sufficient residents are opposed, there is a process to ban parking of all trailers.</p> <p>I want a resident parking sticker to be available for trailers registered in our municipality.</p> <p>Even a current registration check of existing parked trailers would show many are not owned by local residents.</p>	<p>If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is contrary to Council's parking strategies designed to reduce demand for on-street parking.</p>	N	2e	
34	The policy does not address the rights of boat owners who live in the North Sydney	If Council were to allow parking permits for residents	N	2e	

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	<p>Council area. It would not take an exhaustive process to determine the percentage of boats that are parked in the area that are parked by non residents. Based on my observations of local streets I would expect more than 50% of boats are owned by non-residents creating most of the issue with boat parking. Often these boats are in poor condition an/or extremely large because owners find it cheaper than towing the boat from their home. A simple scheme of resident parking allowing for Council to address each request on its merits eg size of boat, location parking needs would be much fairer than a policy which impacts all boat owners regardless of where they live. I have raised this issue with council previously and I note no reasons for not adopting such a policy have been provided.</p> <p>The policy is going to create friction and neighbourhood disputes at a time when the community should be joining together. I repeat why should I as a rate payer who lives here be impacted in the same way by a policy aimed at addressing a problem created by non residents?</p> <p>Boat owning in a harbour city should be</p>	<p>who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is contrary to Council's parking strategies designed to reduce demand for on-street parking.</p>			

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	encouraged by the council (especially sail boats). It is a healthy activity that promotes physical and mental well being. This policy further discourages this pastime and makes it unaffordable to only those that can afford a mooring.				
35	<p>Could Council please consider an option for trailer owners (boat or otherwise) to purchase an annual permit from Council for their trailer. This could be restricted to residents only within the North Sydney area to stop others storing their trailers in the LGA. I own a boat and own/live in Cremorne and would be more than happy to pay an annual fee to Council. We chose to live in the area for proximity to the water and the great facilities. Cheers</p> <p>Please amend the residential parking policy to allow residents and rate payers an opportunity to buy a parking permit for a trailer.</p>	<p>If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is contrary to Council's parking strategies designed to reduce demand for on-street parking.</p>	N	2e	
36	In Cammeray Avenue we used to have	Noted	N	2c	

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	<p>parked on non restricted parking spaces, one caravan and one boat. When they were (infrequently) used, a motorcycle or car was put in their place, so that the parking space was taken over fulltime by these owners. Thankfully due to the introduction of 2 hour parking they both had to move on & I see them in nearby streets. I feel that owners of both caravans and boats should not be permitted to leave either their caravans or boats or trailers on the public highway, particularly in a City or its suburbs. If they do not have off street parking they should make alternative storage arrangements. We owned a caravan once and we kept it on an official storage site which we drove out to whenever we needed to use it. We never left it on the public highway. Owners should could easily make arrangements for such a system with regard to both boats, trailers and caravans.</p>				
37	<p>I have reviewed the Draft Trailer Policy in detail. As a resident of Montague Road and Fifth Avenue (corner block), I was involved in the dialogue leading to the final implementation of the trial scheme in Fifth Avenue. I support retention of those arrangements, as currently implemented. Regarding the Draft Policy, I request two</p>	<p>Agree with suggested changes to clause 4.9.6.2 and 4.10.7.2. Policy updated accordingly.</p> <p>It is expected that 'No Parking Motor Vehicles Excepted' would have the same or lower</p>	Y	1d	

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	<p>changes be made to the wording of the policy, as set out and justified below. By way of background: • I have lived in Montague Road for over 40 years and am very familiar with the parking situation in both Montague Rd. and Fifth Avenue. • Except for a brief period during renovation of the block of units in Fifth Avenue, there has never been as significant shortage of parking in either street, taken as a whole. The top of Montague is often short of parking due to the need for McPherson St residents to park in Montague. There are rarely any trailers parked anywhere in Montague Road. • I have owned a box trailer for many years and ALWAYS park it outside my own property, in Fifth Avenue. • I strongly object to the notion that I may have to park my trailer outside some else’s house in another street and therefore I strenuously opposed the blanket restriction initially proposed for Montague Road and Fifth Avenue. • I am not particularly concerned about the application of the new policy to Fifth Avenue, if the two changes I request below are implemented. POSITION ON DRAFT POLICY 1. In general, I believe the draft policy is a reasonable step to give recourse to residents where trailer</p>	<p>occupancy than unrestricted parking. The objective is to achieve a maximum average occupancy of 85% to ensure residents can find a parking space. By excluding any existing “No Parking Motor Vehicles Excepted’ spaces in this calculation, it is likely that the average occupancy for the street would be overstated. Therefore existing ‘No Parking Motor Vehicles Excepted’ spaces should be included in the calculation in clause 4.10.7.3 and 4.10.7.4</p>			

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	<p>parking is a significant issue. 2. I believe there is a problem with the way the 85% rule is expressed, as it could lead to repeated, incremental application of the new policy, as more and more of a street is zoned “No Parking, Motor Vehicles Excepted”. 3. I do not believe that the measurement criteria in Para 4.9.6.2 and in Para 4.10.7.2, as written, are reasonable, but I believe a simple addition of the words “whichever is the greater” will make them reasonable.</p> <p>REGARDING THE 85% RULE: The wording of this provision in paragraphs 4.10.7.3 and 4.10.7.4 is such that any part of a street already designated “No Parking, Motor Vehicles Excepted”, would be excluded from “unrestricted parking”, even though it is unrestricted for the parking of motor vehicles. I request that parking which is restricted under a “No Parking, Motor Vehicles Excepted” should NOT be counted in the application of the provisions of 4.10.7.3 and 4.10.7.4. as those spaces are obviously still available as parking for motor vehicles. REGARDING THE “TWO TRAILER/10%” TEST: As written, Council could take action, (subject to the 85% rule), based on either of two criteria, viz. the “10%” test or the “two trailer” test.</p>				

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	<p>Applying the “two trailer” test in a street such as Amherst Street, Cammeray (approx. 1000 metres long), would probably be equivalent to applying a “one or two percent” test, given the amount of available parking in the street and would be unreasonable. At the other extreme, applying the “two trailer” test in Short Street, North Sydney (approx. 50 metres), would probably be quite reasonable, whether it represents 10% or not. To remove this anomaly, I request that Council make the following change to the wording of the two paragraphs mentioned above: • In para 4.9.6.2, add before the last word (“and”)... “whichever is the greater” • In para 4.10.7.2, add before the last word (“and”)...”whichever is the greater” This would mean that the “two trailer” test would only be applied where two trailers represent more than 10% of available parking.</p>				
38	<p>Agree that trailers should be restricted and not left on streets for extended periods.</p>	<p>Noted</p>	<p>N</p>	<p>2d</p>	
39	<p>I agree generally with proposal except where a tradesman's trailer is concerned. It is reasonable such trailers be allowed to be parked in the street for the duration of job, even where that may be for some weeks. I would recommend some sticker be available</p>	<p>These trailers would need to be attached to a motor vehicle to be exempt from “No Parking Motor Vehicles Excepted”</p>	<p>N</p>	<p>2e</p>	

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	for purchase by the resident with the allowed period of parking.				
40	<p>I object to the Draft Trailer Parking Policy.</p> <p>While I applaud Council's move to restrict trailer parking in our residential streets, I wish to express my deep concern about the viability of the Draft Trailer Parking Policy. The draft policy requires a submission from 30% of residents living in a street in order to commence a process of consultation leading restriction of trailer parking. This requirement is a fatal flaw in the policy and makes it totally unviable for residents for whom unrestricted parking areas lie in streets other than their own. This is the case for residents in Euroka and Ancrum Streets in Waverton. Both streets are two hour only parking zones only, with residents requiring parking permits for all day use. Access to unrestricted parking areas for Ancrum and Euroka Streets is provided in Euroka Lane and at the eastern end of Woolcott Street, between Euroka Street and the railway overpass that leads down to Luna Park. There are 5 all day spaces in Euroka Lane, used regularly by residents and commuters. In the eastern area of Woolcott Street, there are at least 4 unrestricted spaces on the</p>	Policy wording revised for Clause 4.9.6.1	Y	1c	

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	<p>northern side of the street and at least 8 on the southern. Some of these spaces are used by residents and commuters. On the southern side, however, the majority of the spaces are used by a permanently parked truck (licence plate: Golem) and a number of permanently parked trailers, between 4 and 5 at any one time. These trailers appear to be owned by the same person, who has been observed on occasion arriving with a trailer in tow and exchanging it for one of the parked trailers. These transfers occur on a regular basis, suggesting that this person is using these unrestricted spaces for the operation of a business. I would suggest that this site in Woolcott Street would be a prime target for the application of the trailer parking policy, as these trailers are denying local residents and commuters access to unrestricted parking. However, under the provisions of this draft policy, this section of Woolcott Street would be ineligible for consideration for restriction of trailer parking because in this section of street there is only one house and that house has its frontage in Euroka Street. The majority of Woolcott Street residents live at the western end and are likely to have little or no interest in the restriction of parking at</p>				

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	<p>eastern end. The same ineligibility applies to Euroka Lane. While there is currently no long-term trailer parking occurring there, there is only one residence with its address in this lane. Should a problem occur with trailer parking in the future, nearby residents in Euroka and Ancrum Streets would be unable to apply for trailer parking restrictions under this policy. I believe that the limiting of requests for trailer parking restriction to residents of the street in question, along with the requirement that 30% of residents of the street in question must make representations to Council, renders this policy not only inequitable but totally unworkable. It would be simpler and more effective if Council prohibit trailer parking in all unrestricted parking zones.</p>				
41	<p>I have read the Draft Trailer Parking Policy and make the following comments. The process of requesting parking restrictions in a street is unnecessary and some might say incomprehensible. In some cases it would be unachievable. Sections 4.9 and 4.10 states that 30% of the residents of the street in question are required to initiate an elaborate process to determine whether restrictions for trailer parking would apply. There are many other</p>	<p>Policy wording revised for Clause 4.9.6.1</p> <p>If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is</p>	Y	1c 2e	

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	<p>requirements to be met, including the subjective assessment of Council officers as to occupancy, the length of the street, the nature of the existing parking restrictions, whether residents have already been consulted on parking restrictions etc. Surely this is too elaborate and would mean that nothing would ever be achieved, even if 30% of people were able to agree to initiate the process.</p> <p>One could argue that it is really set up to fail. An example could be taken from the area in Woolcott Street which runs west from Euroka Street. This area (up to the railway bridge) has about 10 or 12 unrestricted parking spaces, many of which are permanently occupied by trailers of various sorts. (It is obvious at times that somebody in the area has a leasing arrangement for trailers and uses the public road as a storage place between leases). It would not be possible to follow the process outlined because there are no houses in that part of Woolcott Street. The residents in Euroka Street (and Union Street for that matter) as well as visitors to the area would benefit enormously from access to this unrestricted parking, yet the prevalence of trailers reduces that opportunity, and the</p>	<p>possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is contrary to Council's parking strategies designed to reduce demand for on-street parking</p>			

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	<p>community is not able to initiate the process required under the policy because of the 30% rule.</p> <p>I suggest that a better approach would be to prevent trailers from parking in all unrestricted time zones in North Sydney. If that is seen to be too restrictive, Council could require permits for residents who wish to park their trailer near their house, if they are unable to park it on site. It is noted that a permit is not required to park legally in a street but Council can and does issue permits to allow for residents to park a motor vehicle in restricted time zones within the area of their residence. Council does not, however, issue parking permits for caravans or trailers under the Resident Parking Policy. It would seem obvious and a lot less complicated to amend the RPP and require a resident to obtain a permit for one trailer per household to allow them to park in an unrestricted time zone. This would cater for local residents fairly, and prevent some people using Council road space to run their business.</p>				
42	The North Sydney LGA draft for trailer parking is a short sighted and feeble attempt at implementing a blanket policy on trailers, with total disregard for NSW state	If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy,	N	2e	

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	<p>government policy on registered boat trailers and other road legal trailers.</p> <p>The views of a few disenfranchised residents complaints to North Sydney LGA council will be imposed onto the majority of residents who have no issues with parked trailers in general.</p> <p>The initial draft policy should be reconsidered with the need for a greater majority of residents to agree for the policy to be implemented and for North Sydney LGA to provide parking permits to residents who own trailers to dispel the myth that most trailers are not owned by residents of the North Sydney LGA.</p>	<p>including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is contrary to Council's parking strategies designed to reduce demand for on-street parking</p>			
43	<p>Council resources should be better utilised in other more useful forms, rather than chasing the non issue of trailer parking on the streets.</p> <p>Before the council implements such policies, there should be dedicated trailer parking areas for residents for which the NSW State Government has allocated funding to councils to provide, for which as of July 2020, North Sydney council has not provided to the residents.</p>	<p>In most areas, Council simply does not have the parking supply to meet the demand for various users. Therefore, Council is not in a position to create dedicated trailer parking spaces within the LGA.</p> <p>Parking restrictions are an option available to Council to restrict trailer parking. Council</p>	N	2e	

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	<p>Without dedicated trailer parking areas and the implementation of restrictions for trailers, the council will only shift the trailers to other areas in the North Sydney area.</p> <p>As such the draft policy is lacking in many facets and outstanding issues need to be addressed.</p>	<p>receives many requests each year to prevent trailers from parking in their street. By combining community feedback with parking utilisation data, Council is able to make more informed decisions about where trailer parking is appropriate or not. The Policy was developed to ensure a consistent approach to responding to such requests, including where such requests are not supported.</p>			
44	<p>The councils draft for Trailer Parking Policy needs reconsideration, as it fails to address the concern of residents, due to shortage of parking, and rather provides a stop gap measure as opposed to an actual solution. More residents input for a rewritten draft is needed before putting through any policy update.</p>	<p>Parking restrictions are an option available to Council to restrict trailer parking. Council receives many requests each year to prevent trailers from parking in their street. By combining community feedback with parking utilisation data, Council is able to make more informed decisions about where trailer parking is appropriate or not. The Policy was developed to ensure a consistent approach to responding to such requests,</p>	N	2e	

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		including where such requests are not supported.			
45	<p>The draft is a good discussion starting point.</p> <p>I am writing to you in my capacity of Chair of the Waverton Precinct, on the above documentation which is currently out for public comment. This is a vexed issue and it is good to see the Council trying to clearly codify the arrangements so they can be consistently and clearly applied.</p> <p>Trailers which are primarily either passive or active billboards should simply not be allowed – as distinct from say a plumbers work trailer which incidentally advertises contact details for that business – and it is good to see the Council is trying to deal up front with that issue so these are not even part of the on street problems. We support this approach and also support the principle that public information on Council or Police or RMS trailers which are advising of temporary road closures, new street speed limits or the like, are quite OK.</p> <p>So, then we ‘only’ have to deal with trailers which are valid - which should mean they are owned by residents or property owners</p>	<p>If Council were to allow parking permits for residents who own trailers, it would need to be a Council-wide policy, including areas where there are existing resident parking restrictions. By introducing trailer parking permits it is possible that the quantity of trailers parked on the street could increase as residents who would otherwise choose to park their trailer off-street or not purchase a trailer because of the limited opportunities to park on-street, may opt to park it onstreet under a permit scheme if the opportunity was available to them. This is contrary to Council’s parking strategies designed to reduce demand for on-street parking</p>	N	2e	

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	<p>or businesses in the municipality AND who cannot reasonably park these off street in their own garages or carports or other appropriate area on their own premises. Please note the prerequisites.</p> <p>Those who do not meet the above criteria – for example people who live and work elsewhere - can park their trailers in their own municipalities. They are invalid here.</p> <p>These valid trailers all should have some form of approval from Council to be parked in appropriate marked areas across the municipality and a small fee like an annual permit fee would seem reasonable. The Rangers can then check the registration plate against the parking validity of the specific trailer.</p> <p>We concur that streets or sections of streets need to be considered as fit for trailer parking and that the whole of the LGA be a declared area for the purpose of the Impounding Act 1993. Council are suggesting doing this by use of the signage “No Parking Motor Vehicles excepted”, rather than “Trailer Parking Only” which we think would be clearer. However, the</p>				

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	<p>important thing is that it be clear where trailers can be parked and cannot be parked - and that Council has the powers to shift, tow away or impound trailers if needed (much like abandoned cars).</p> <p>Of course, trailers require certain features to park – pretty flat, wide road; the ability to connect easily to a vehicle; suitably distant from corners and bends; if possible in full view to avoid being vandalised. This limits the available options in much of this municipality, given the terrain.</p> <p>Trailers also typically get used only infrequently. We know the residents also will want to make sure they are not staring at the same trailers for weeks on end, too.</p> <p>We are unsure that the proposed system with the varying percentages of occupancy of the street being calculated by the Ranger, to then decide whether some trailers need to be relocated, will actually work satisfactorily.</p> <p>For this reason, if no other better answer is formulated, maybe Council should trial that approach for a year and then survey the trailer owners and the people who live in the</p>				

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	<p>specific street and see what their views are?</p> <p>We also do think that some areas in some streets could be designated as ‘trailer parking only’ in order to take some pressure off other parts of these streets – there are some areas which de facto already operate this way and these could easily be made more ‘official’- but that is up to Council to decide if such a change is part of the solution.</p> <p>Thank you for the opportunity to provide input..</p>				
46	<p>The Boat Owners Association NSW (BOA) is a non-profit organisation representing the interests of recreational boat owners across the state. Some of our members have contacted us to express concern at North Sydney Council's latest proposals to restrict trailer boat parking in the LGA. Trailer boat parking is already heavily regulated with 28-day move-on laws under the Impounding Act and on-street parking bans for non-motorised vehicles. Law-abiding, responsible boat owners would prefer these regulations to be enforced, rather than see minority-led bans imposed simply because that is less labour-intensive to administer</p>	<p>Noted. Clauses in 4.9 & 4.10 have been combined to apply same criteria to boat trailers as other types of trailers</p>	Y	1c	

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	<p>and more convenient for council. Trailer boats are not pests to be eradicated. They are well-used and much-loved by families who want to enjoy our waterways, teach our children how to fish and respect the environment, and live healthy, outdoor lifestyles in this harbourside city. Trailer boats allow everyone to enjoy such activities on the water, not just the wealthy few with private jetties. Here are some of our specific concerns with the draft policy: 1. Streets with two or more parked trailers OF ANY KIND are eligible for a ban on BOAT TRAILERS. So on a street with 20 spaces, 18 of which are typically unoccupied, with a boat trailer and a box trailer occupying two spaces, all boat trailer parking could, other requirements being met, be banned although only one boat trailer is usually parked there and a box trailer is occupying an equal number of spaces. This is grossly unfair and disproportionate to any problems associated with trailer parking, which could be resolved through enforcement of existing regulations. 2. There is no average occupancy threshold for a boat trailer ban, but for a box trailer ban occupancy would have to be 85% or greater. In other words, boat trailer bans could apply to almost empty streets but box</p>				

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	<p>trailers would be free to park on very busy streets with more than 8 out of 10 spaces typically occupied. This is grossly unfair and discriminates against people with boats in favour of people with on-street storage containers. 3. Box trailers used for storage should be targeted before boat trailers given the ample availability of alternative storage facilities for things like unwanted furniture and clothing. People with trailer boats have no practical alternative to parking on the street in front of their homes. 4. Only 30% of households on any given street would need to request a ban for it to be considered. So a small minority could initiate a ban, although the majority either don't care, face no inconvenience or support trailer boat ownership. The threshold should be at least 50% of households for this policy to have credibility and to deter vexatious complaints leading to such draconian and drastic measures as total street bans. Ms Kemp, in our previous correspondence you said that "due to the limitations of the Impounding Act, the boat trailers are often shifted around in the same street and the requests for enforcement continue or escalate to requests for parking restrictions". You seem not to understand that this "shifting around" is the</p>				

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	<p>explicit intention of the Impounding Act. Boat owners who shift around their boats are only complying with the Act, which forces them to move boats from outside their residence and park in front of other people’s homes. This then creates more complaints, and more anger in the community directed at boat owners. We must not blame boat owners for complying with bad laws, and we must recognise that many of the complaints about trailer boats are unfair and unwarranted. The BOA and others have called for the repeal of the Impounding Act so that such nonsense can end and responsible boat owners can be left in peace. We have also called for parking permits to allow trailer boat owners to park their trailers outside their own residences. By ensuring their trailers are registered at their place of residence councils would have clear access to stop nuisance parking and would not have to waste resources responding to pointless complaints. Thank you in advance for your consideration. Should you wish to discuss any of these matters directly with the BOA or myself, please don’t hesitate to call.</p>				



TRAILER PARKING POLICY

[REF]

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Policy Owner: Director Engineering & Property Services

Category: 2. Our Built Environment

1. STATEMENT OF INTENT

- 1.1 To outline Council's objectives in managing and restricting trailer parking on local streets and to provide a consistent set of guidelines for staff when actioning requests for trailer parking restrictions.
- 1.2 To ensure that access to on-street parking is effectively managed and maximum parking occupancy targets are achieved.
- 1.3 To enhance residential amenity by reducing opportunities for long term parking of trailers in high demand unrestricted parking areas.
- 1.4 To ensure that appropriate community engagement is undertaken where trailer parking restrictions are proposed, and prevent consultation fatigue.
- 1.5 To ensure the effective management of Council's resources.

2. ELIGIBILITY

- 2.1 This Policy applies to all Councillors and employees of Council, involved in the management of trailer parking restriction requests and enforcement.
- 2.2 This Policy applies to all persons who park trailers within the North Sydney local government area
- 2.3 Any person who resides, works or owns a property within the North Sydney local government area may request trailer parking restrictions for their street

3. DEFINITIONS

- 3.1 **Advertising trailer** – a trailer displaying an advertisement, but does not include an advertisement that is ancillary to the dominant purpose of the trailer, or an advertisement on a trailer parked by or on behalf of a public authority in the exercise of its functions.

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TRAILER PARKING POLICY

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- 3.2 **Boat Trailer** – means a trailer constructed for, or used for, the conveyance of a boat
 - 3.3 **Motor Vehicle** – as defined in the NSW Road Rules 2014 means a vehicle that is built to be propelled by a motor that forms part of the vehicle
 - 3.4 **On-street parking** – all public streets, roads and road related areas within the North Sydney local government area
 - 3.5 **Trailer** – as defined in the Road Transport Act 2013, means a vehicle that—
 - (a) is built to be towed, or is towed, by a motor vehicle, and
 - (b) is not capable of being propelled in the course of normal use on roads or road related areas without being towed by a motor vehicle.
 Common examples of trailers include boat trailers, box trailers, and caravans.
 - 3.6 **Trailer parking restrictions** – regulatory on-street parking restrictions that apply to a section of road sign-posted with “No Parking Motor Vehicles Excepted” signs.

4. PROVISIONS

- 4.1 Requests for trailer parking restrictions will be managed in accordance with the provisions in Section 4 of this Policy, including provisions for specific types of trailers in Clauses 4.8, 4.9, and 4.10.
- 4.2 Where resident parking consultation (timed or trailer parking restrictions) has been undertaken in the street in the past 24 months prior to the receipt of a trailer parking restriction request, the request will not be supported. This is to prevent consultation fatigue of any sector of the community.
- 4.3 Community consultation will be undertaken in accordance with the Trailer Parking Community Engagement Strategy.
- 4.4 The outcomes of the community consultation will be reported to the next available Traffic Committee meeting at the conclusion of the community consultation period.
- 4.5 In assessing a request for trailer parking restrictions consideration may be given to parking conditions for the whole street or part of the street. For short streets (shorter than 150 metres), the whole street should be taken into consideration. For long streets (longer than 150 metres) it may be appropriate to only consider part of the street, depending on the nature of the request and existing parking controls in the street, in which case the part of the street should consist of no less than 20 parking spaces and consist of a block or series of blocks between two (2) adjoining roads.

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TRAILER PARKING POLICY

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- 4.6 Notwithstanding all other provisions of this Policy, if a trailer of any type is considered by Council's Traffic Engineer to cause a hazardous sight obstruction to pedestrians and/or vehicles, such as on a bend, or near an intersection, the matter shall be referred to the next available North Sydney Traffic Committee to determine whether to pursue the community engagement with regard to the installation of "No Parking Motor Vehicles Excepted" in the location of the sight obstruction. Consideration should also be given to motorbike parking if parking of any vehicle larger than a motorbike at the location would cause similar hazardous sight obstructions.
- 4.7 Where requests for trailer parking restrictions do not meet the criteria outlined in this policy, Council will respond to the customer(s) that the request is not supported and outline the reasons in accordance with this policy.
- 4.8 **Advertising Trailers**
- 4.8.1 The placement of advertising trailers is regulated under State Environmental Planning Policy No 64—Advertising and Signage
- 4.8.2 A person must not display an advertisement on a trailer parked on a road or road related area.
- 4.8.3 A person must not display an advertisement on a trailer parked on land other than a road or road related area, but visible from a road or road related area, except with the consent of the consent authority
- 4.8.4 Council will enforce placement of advertising trailers in accordance with State Environmental Planning Policy No 64—Advertising and Signage
- 4.9 ***All other types of trailers* Boat Trailers**
- 4.9.5 The whole of the North Sydney local government area is a declared area for the purposes of the Impounding Act 1993 (Unattended boat trailers)
- 4.9.6 Council will undertake community consultation with regard to community preference for the introduction of "**No Parking Motor Vehicles Excepted**" for streets (or parts thereof) which meet the following criteria:
- 4.9.6.1 In any 60-day period, Council receives requests (or a petition) for trailer parking restrictions to be installed in a section of a street and the requests are from at least 30% of the households adjoining the same section of the street, or where the number of adjoining households is less than 10, 30% of households overlapping a 50 metre buffer of the section of the street, and;
- 4.9.6.2 A minimum of two site observations by Council staff, at between 28 and-60 day intervals, confirm on each occasion there are two (2) or more trailers (of any type) parked; or
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trailers occupy 10% or more of the unrestricted parking in the street, *whichever is greater*, and;

4.9.6.3 *The average occupancy of the unrestricted parking and any existing “No Parking Motor Vehicle Excepted” spaces in the street (or part thereof) is 85% or greater and;*

4.9.6.4 *Where there is a combination of restricted and unrestricted parking in the street (or part thereof), the average parking occupancy is between 65% to 85%.*

~~Council’s Manager Ranger and Parking Services recommends trailer parking restrictions be pursued due to the need for regular enforcement under the Impounding Act 1993 (Unattended boat trailers) for that street.~~

4.9.7 *Where criteria 4.9.6.1 to 4.9.6.3 are met, but the average parking occupancy for the street (or part thereof) is 85% or greater and no resident parking consultation has been undertaken in that street in the 24 months prior to criteria 4.10.8.1 being met, Council will undertake community consultation in the street, or Resident Parking Area that includes the street, with regard to the community preference for options including (a) timed parking restrictions with exemptions for resident parking permit holders, and (b) “No Parking Motor Vehicles Excepted”*

4.10 ~~Other types of trailers~~

~~4.10.8 Council will undertake community consultation with regard to community preference for the introduction of “No Parking Motor Vehicles Excepted” for streets (or parts thereof) which meet the following criteria~~

~~4.10.8.1 In any 60-day period Council receives requests (or a petition) from people from at least 30% of the households or properties within the same street for trailer parking restrictions to be installed in their street due to trailers of any type and;~~

~~4.10.8.2 A minimum of two site observations by Council staff, at between 28 and 60-day intervals, confirm on each occasion there are two (2) or more trailers (of any type) parked; or trailers occupy 10% or more of the unrestricted parking in the street and;~~

~~4.10.8.3 The average occupancy of the unrestricted parking spaces in the street (or part thereof) is 85% or greater and;~~

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4.10.8.4 ~~Where there is a combination of restricted and unrestricted parking in the street (or part thereof), the average parking occupancy is between 65% to 85%.~~

4.10.9 ~~Where criteria 4.10.8.1 to 4.10.8.3 are met, but the average parking occupancy for the street (or part thereof) is 85% or greater and no resident parking consultation has been undertaken in that street in the 24 months prior to criteria 4.10.8.1 being met, Council will undertake community consultation in the street, or Resident Parking Area that includes the street, with regard to the community preference for options including (a) timed parking restrictions with exemptions for resident parking permit holders, and (b) "No Parking Motor Vehicles Excepted"~~

5. RESPONSIBILITY/ACCOUNTABILITY

- 5.1 Council's Traffic and Transport Operations Department is responsible for the provision and management of trailer parking restrictions.
- 5.2 Council's Ranger and Parking Services Department is responsible for the enforcement of parking controls and relevant legislation.
- 5.3 The North Sydney Traffic Committee is responsible for making recommendations to Council on the regulation of traffic on Council roads, including implementation of parking controls.
- 5.4 Council's Manager Traffic & Transport Operations will review this Policy every four years or as required by Council or senior management.

6. RELATED POLICIES/DOCUMENTS/LEGISLATION

The Policy should be read in conjunction with the following Council policies and documents:

- Resident Parking Permit Policy
- Parking Management and Enforcement Policy
- North Sydney Integrated Traffic & Parking Strategy (2015)
- North Sydney Transport Strategy (2017)
- North Sydney Local Area Traffic Management Action Plans
- Trailer Parking Community Engagement Strategy

The Policy should be read in conjunction with the following documents/legislation:

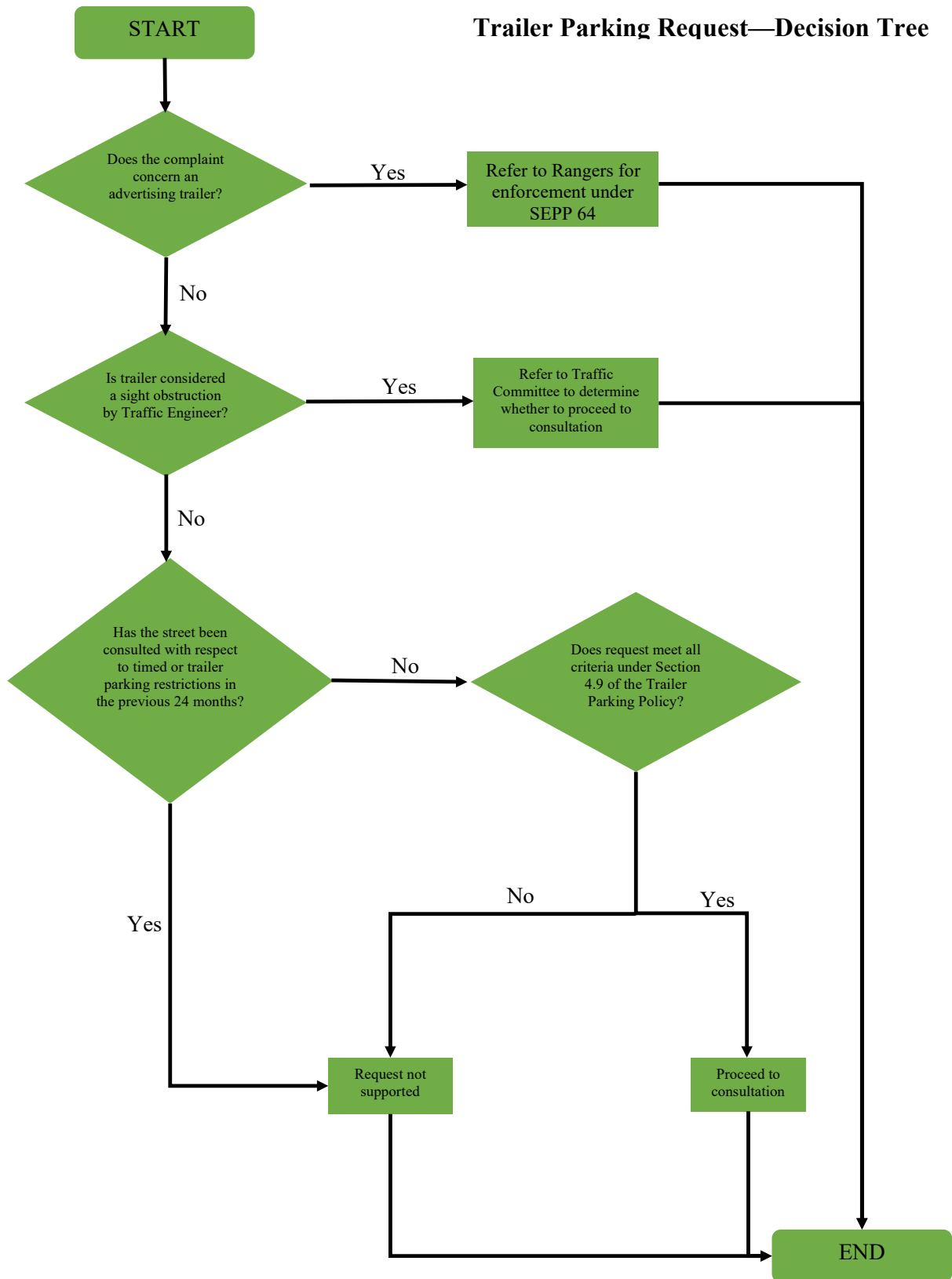
- Impounding Act 1993 (Unattended boat trailers)
- SEPP No. 64 Advertising and Signage (Amendment No. 3)
- NSW Road Rules 2014

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TRAILER PARKING POLICY

Version	Date Approved	Approved by	Resolution No.	Review Date
1	#	#	#	2024/25

Adopted by Council #



Adopted by Council #